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SPECIFICATIONS AMENDMENTS

(1)

Proceeding paragraph 2, page 1 :

FEDERALLY SPONSORED RESEARCH

AND DEVELOPMENT

NOT APPLICABLE

(2) INCORPORATION BY REFERENCE

NOT APPLICABLE

(3) Proceeding paragraph 2, page 2

BREIF DESCRIPTION OF SEVERAL

VIEWS OF DRAWING

Fig. 1- full front view of invention, including all parts integral to activation of device

Fig. 2- 2/3 top view of mountplate distention connecting center cone body to flywheel component containing line extentions enabling extentions to fly out from center of device.

Fig. 3- 2/3 bottom view of flywheel component Y, which helps stabilize and enable continuum of of flywheel X line precession, and 2/3 bottom view of flywheel component X, indicating areas for line extention placement into flywheel X.

Fig. 4- full front view of device assembly, including all components necessary for device activation.

Specifications Amendments, cont'd.

④ DETAILED DESCRIPTION OF INVENTION, Proceeding heading, paragraph 1, page 2, complete rewrite.

The 'One Degree, Four Axis, Gimbal Free Gyro' components have been exacted to create four separate axis from one base. The reaction of the device is effected due to mechanical principles of weight to air flow ratios, just as a gyro within a gimbal maintains a continuum due to placement of weight to contained air flow ratios.

However, the difference between a one degree gimbal and the device herein is maintained

upon the following: as a gryo is self contained within a gimbal, the conclusion is an unavoidable cessation of precession after a certain period of time, whereas the gimbal-free gyro allows the user to discern areas of non-precession, and correct such cessation by altering points of inertia through pressure exacted upon axlerods and center cone body. Construction of the device is a follows (reference fig. 1 Front View):

1. Axle rod connecting flywheel components to center cone body (steel composite at .5 cm diameter, 2.2 cm. length- threaded)
2. Axlerod connecting center cone body to weight ball counterbalance (steel composite at .3 cm diameter, 3.6 cm length-threaded)

3. Inclinated center cone body (aluminum composite at 1.8750 deg. Per .1 cm, or 31.875 deg. At base .3cm diameter allowance, threaded at both top and bottom, with approx. .4 cm solid center for energy dispertion)
4. Lockplate connecting center cone body to flywheel line housing (aluminum composite, at 18.6 deg. From top of cone, at outside complementary angles)
5. Flywheel line housing (nylon composite at 3.0 cm diameter, .6cm width, threaded at center, with eight entrance points equidistant from each other set into walls of flywheel (for housing of lines))

6. Flywheel line housing stabilizer (neoprene composite at 3.0cm diameter, .2 cm width-threaded, to minimize sliding of flywheel line housing)
7. Flywheel weight equalizer (aluminum composite at 2.0 cm diameter, .2cm width to help offset any equalibrium inbalance due to air flow anomalies)
8. Flywheel lines (aluminum composite at 17.5cm total length air flow ratio solid/open 1 to 3, however, normal aluminum chain may be used)
9. Line connectors (aluminum composite at .45 cubic cm, however, connecting hoops or hooks of any kind may suffice for efficiency purposes)

10. Line connectors (see 9)

11. Line balances (aluminum nylon composite at 3 to 1, and 1 to 1 matter to air flow ratios, placed at varying areas upon lines)

12. Axle handle housing unit (steel, nylon composite at 3.5 cm total length, top area .6cm diameter, .6cm length, mid area .45 cm diameter, .45cm length, bottom area .85 cm diameter, 1.950 cm length, center open for .5cm continous through handle unit until bottom, leave as open for .8cm)

The weight ball (steel composite) shall be determined by amount offset between the total weight of the center cone body and axlerods, to the total weight of flywheel and line components